

Berwyn Heights

Pedestrian and Bicyclist Safety Improvement Action Plan



PRINCE GEORGE'S COUNTY, MD
Planning Department

PAMC: Presentation of Findings JULY 17, 2023

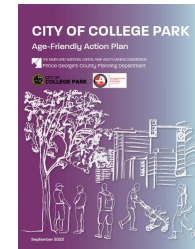
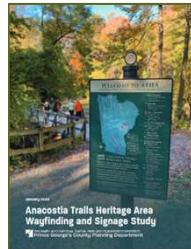
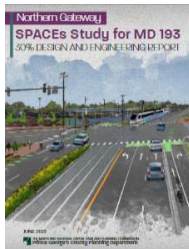
Agenda

- Introductions
- Planning Assistance to Municipalities and Communities (PAMC) Program
- Pedestrian and Bicyclist Safety Improvement Action Plan Background
- Existing Conditions
- Potential Treatments
- Next Steps

Planning Assistance to Municipalities and Communities

Planning Assistance to Municipalities and Communities

- Short-term projects (12-18 month) produce timely planning products for subject municipalities, communities, and organizations
- Projects further implement the policies, strategies and recommendations of the County's approved plans
- Since 2018, almost \$1.5 million has been invested on 25 projects



PAMC Subject Areas: Plan 2035 Elements

LAND USE



ECONOMIC PROSPERITY



TRANSPORTATION & MOBILITY



NATURAL ENVIRONMENT



HOUSING AND NEIGHBORHOODS



COMMUNITY HERITAGE, CULTURE AND DESIGN



HEALTHY COMMUNITIES



PUBLIC FACILITIES



Project Background

Project Background

- Berwyn Heights Quality-of-Life Commission
- Walkable Bikeable Berwyn Heights (WBBH) Task Force
- February 2020 WBBH Task Force Report Recommendations
 - Town-Wide Recommendations
 - 11 Location-Specific Recommendations
- PAMC funding for study to determine implementation feasibility of at least four recommendations

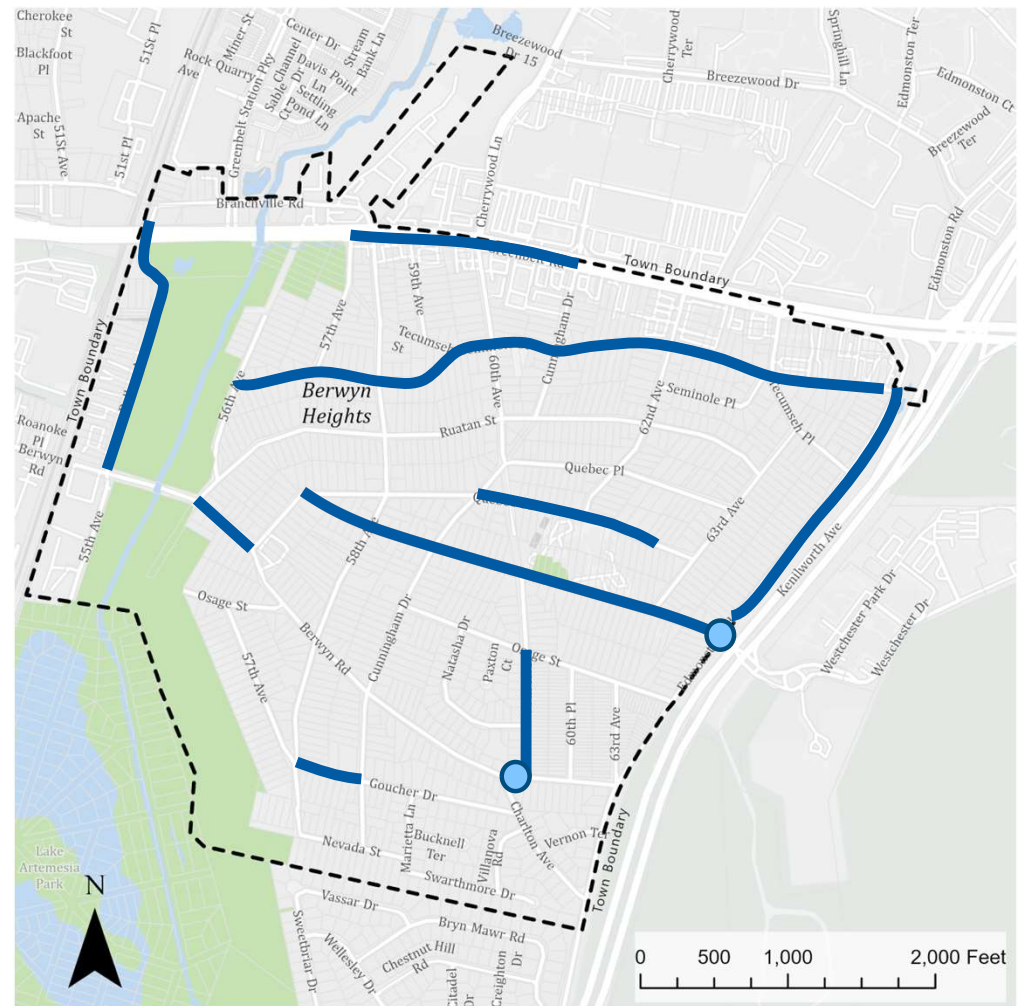
WBBH

Recommendations

- Lighting Improvements
- Traffic Infraction Enforcement
- Sidewalks
- High Visibility Crosswalks
- Traffic Calming
- User activated flashing beacons

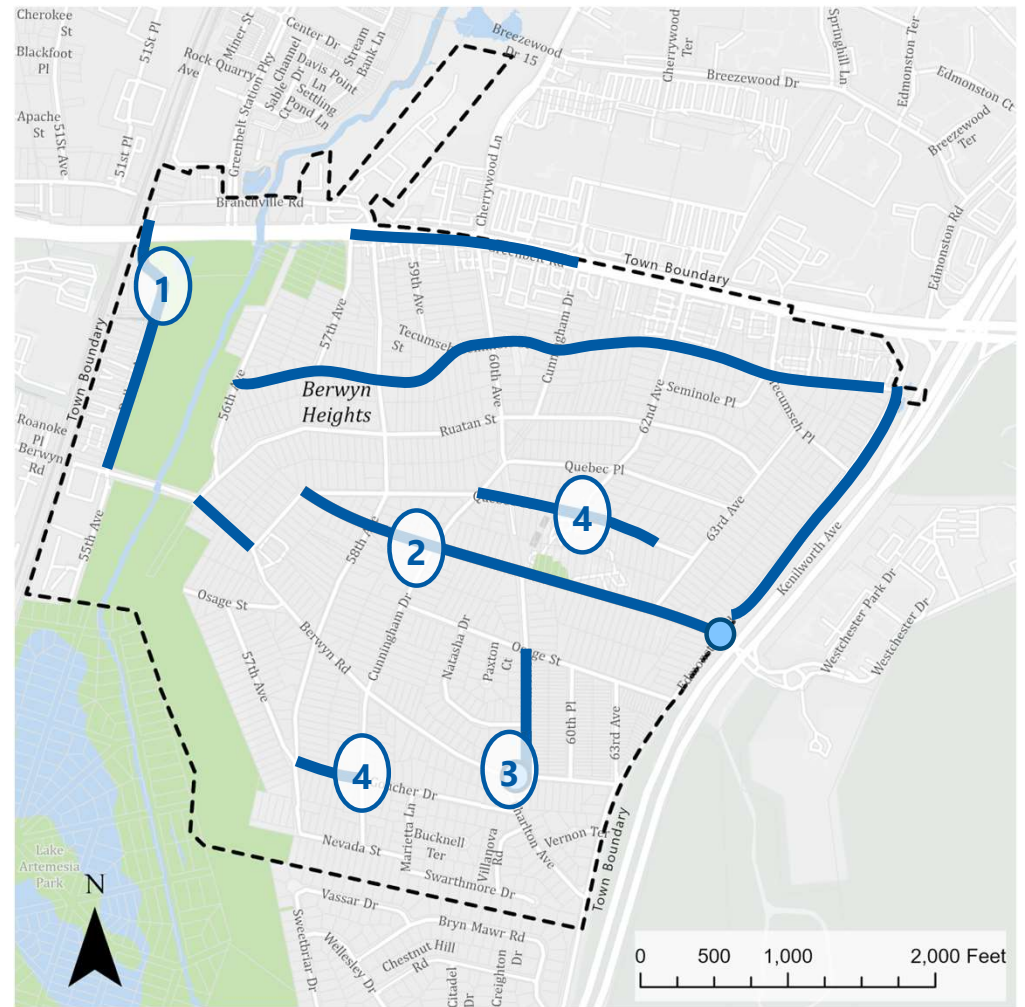
— WBBH Recommendation Corridor

○ WBBH Recommendation Intersection



PAMC Study Locations

1. Ballev Avenue
2. Pontiac Street Intersections at 58th Avenue, Cunningham Drive, and 60th Avenue
3. Berwyn Road between Charlton Avenue and 60th Avenue
4. Intersection Improvements at Quebec Street/62nd Avenue and Goucher Drive/Cunningham Drive



Existing Conditions

Crash History


- Most crashes in the Town located on Greenbelt Road
- 12 Pedestrian or Bicycle-Involved crashes between 2015-2022
 - Most on Greenbelt Road
 - Most in daytime conditions

Legend



Crash Severity

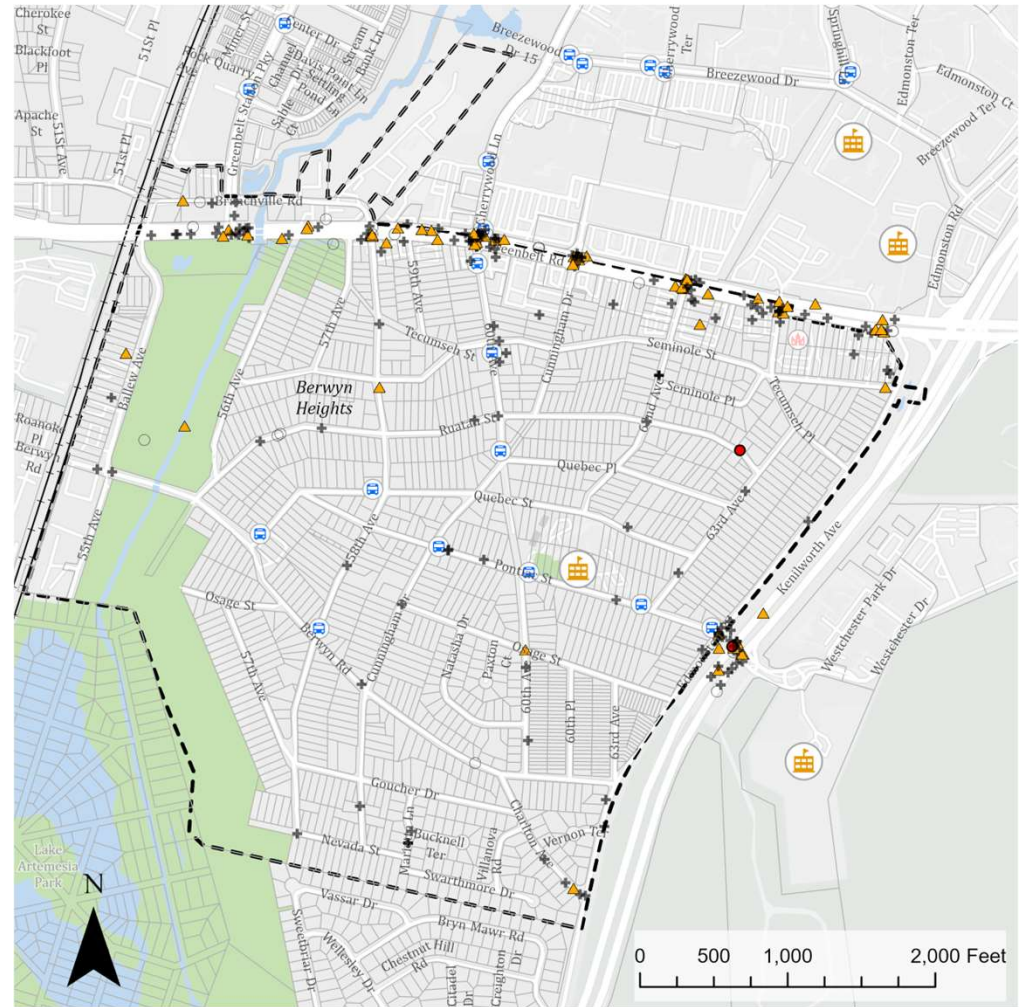
-  Fatal Crash
-  Injury Crash
-  Property Damage Crash
-  Unknown Damage

Boundaries

-  Property Boundaries
 Berwyn Heights Boundary
 Water, Lakes, Streams
 Park Land

Institution Buildings

-  Schools
-  Religious Institution



Ballew Avenue

- Heavily used by commercial and non-motorized users
- Grade-separated crossing of Greenbelt Road for non-motorized users
- Blind curves



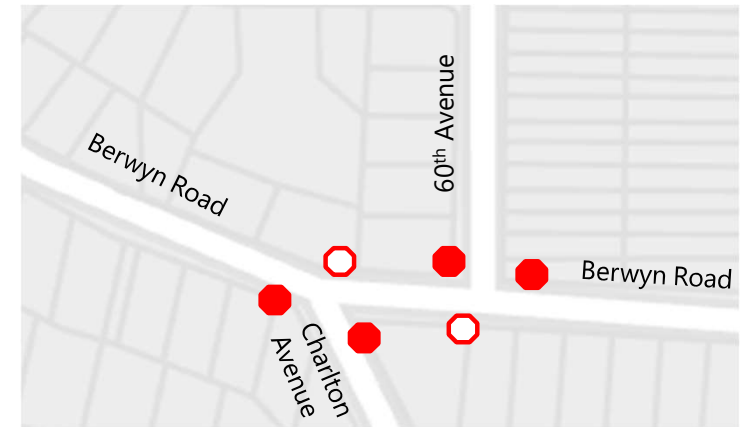
Pontiac Street

- Crosswalk marking inconsistencies
- School traffic
- Bus route
- Stop sign compliance



Berwyn Road between Charlton Avenue and 60th Avenue

- Heavy street parking
- Vertical Grade
- Lack of stop control
- Tight curve from Charlton to Berwyn



Intersection Improvements

- Quebec/60th
 - Elementary school with notable pick up and drop off traffic
 - Lack of sidewalks
- Cunningham/Goucher
 - Downhill approaches from three sides
 - Lack of sidewalks and crosswalks



Potential Treatments

Ballew Avenue

Countermeasure	Time Frame	Relative Cost	Challenge
New Crosswalk	Short	Low	Maintenance
Crosswalk Signage	Short	Low	Crash attenuation
Rectangular Rapid Flashing Beacon	Short	Low/ Medium	Power source
Raised Crosswalk	Short	Low	Heavy vehicle traffic
Median Island	Medium/ Long	Low/ Medium	Road width, Property Access



Ballew Avenue (continued)

Countermeasure	Time Frame	Relative Cost	Challenge
Sharrow Repainting	Short	Low	Maintenance
Staircase Access	Short	Low	Crash attenuation
Bicycle Signage and Markings	Short	Low	Maintenance
Speed Table	Short	Low	Heavy vehicle traffic
Lighting	Long	Medium/ High	Power source
On-Street Bike Lane	Long	Low	Parking, Road Width
Sidewalk extension/ Multi-Use Path	Long	Medium/ High	Right-of-way, Topography

Pontiac Street Intersections

Countermeasure	Time Frame	Relative Cost	Challenge
New Crosswalks	Short	Low	Maintenance
Stop Signs (markings, lighted sign, double-up)	Short	Low	Maintenance
Raised Intersections	Short	Low/ Medium	Drainage, Buses, Road Geometry
Repurpose Cross-Section for Non-Motorists	Short	Low	Neighborhood support, Parking, Road Width
Sidewalk Pads at all corners	Long	High	Right-of-Way, Sidewalk Connections



Berwyn Road

Countermeasure	Time Frame	Relative Cost	Challenge
Stop Signs (markings, lighted sign, double-up)	Short	Low	Maintenance
Raised Intersections	Short	Low/ Medium	Drainage, Buses, Road Geometry
Repurpose Cross-Section for Non-Motorists	Short	Low	Neighborhood support, Parking, Road Width



Intersection Improvements

Countermeasure	Time Frame	Relative Cost	Challenge
New Crosswalks	Short	Low	Maintenance
Stop Signs (markings, lighted sign, double-up)	Short	Low	Maintenance
Raised Intersections, Speed Table on Approaches	Short	Low/ Medium	Drainage, Road Geometry
Repurpose Cross-Section for Non-Motorists	Short	Low	Neighborhood support, Parking, Road Width
Sidewalk Pads at all corners	Long	High	Right-of-Way, Sidewalk Connections



Next Steps

Next Steps

Milestone	Date
<i>Planning Board Approval</i>	<i>May 5, 2022</i>
<i>Kickoff Meeting</i>	<i>January 24, 2023</i>
<i>Study Area Walking Tour</i>	<i>March 30, 2023</i>
Presentation to Town Council I	July 17, 2023 (We are here today)
Presentation to Town Council II	November 2023
Final Report	February 2024

Questions?

Contact Us

Connor Klein

Connor.Klein@ppd.mncppc.org

Eric Tang

etang@vhb.com